Development of Infrastructure in Sunderbans

1796. SHRI SANAT KUMAR MANDAL : Will the Minister of TOURISM be pleased to state :

(a) whether any provision has been made in the current year's budget for the development of any infrastructure in Sunderban area in West Bengal, renowned for its Royal Bengal Tiger Project, like the provision of cottages to attract the foreign tourists;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) to (c) The construction of a Tourist Lodge at Fraserganj in Sunderbans has been prioritised in consultation with the State Government for central financial assistance of Rs. 35.00 lakhs during current financial year.

Committee for Ship Building Industry

1797. SHRI KRISHAN LAL SHARMA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Committee of Secretaries in the year 1984 had made certain recommendations for the ship building industry of the country:

(b) if so, the recommendations accepted and rejected by the Government;

(c) whether BICP after conductig a study had also recommended financial relief for the industry;

(d) if so, the nature of the recommendations; and

(e) the details of the recommendations accepted and rejected by the Government?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) to (e) The Committee of Secretaries in the year 1986 had examined the problems of Shipbuilding Industry and interalia, noted that the negative profitability was a common phenomenon and there seemed to be little prospect of making the shipbuilding industry a viable proposition. While it would be in the long term interest to sustain the development of the shipbuilding industry at an appropriate scale, it was important that steps were taken urgently to bring down the losses in the present system of operations. The Committee directed the Ministry to prepare a position paper on the functioning of the shipyards, giving a critical review of their performance and analysis of various cost elements and also proposing a package of optimum activity based on the most cost effective production programme which will result in minimising the losses.

As a follow up measure, two High-Powered Committees and one study by Bureau of Industrial Costs & Prices (BICP) had looked into the problems of Shipbuilding Industry and long-term solutions to the financial problems. Broadly, the recommendations made by BICP were as follows :-

(i) Allow the price payable to shipyard at International Parity Price (IPP) plus 40%. The additional burden over IPP to be shared by the buyer and the Government at 10% and 30% of IPP respectively.

(ii) If imported material cost alone exceed IPP, then, it is not advisable to undertake production.

(iii) Domestic shipping industry should be permitted to procure ships through global tendering and domestic shipyards be allowed to participate in global tendering by Government treating the domestic shipyards as an 100% export activity.

Based on the reports of the said Committees and BICP, Government had revised the pricing Policy for Indian Public Sector Shipyards in September, 1993 for a period of two years, which inter-alia, envisaged availability of subsidy of 30% over and above the basic price (20% payable by the Government and 10% by the Shipowner), loan at concessional rate of 9% to the extent of 80% of the cost of a ship, fixation of price in terms of US $/Japanese Yen, shipowners to pay stage payment to the yard at market determined parity rate of foreign exchange prevailing on the date of actual payment.

Tutorial Classes

1798. SHRI VIJAY GOEL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the mechanism in Delhi University and its colleges to assure that tutorial classes are held regularly in the colleges;

(b) the number of tutorials held in the University during 1996-97;

(c) whether the Government's attention has been drawn to frequent reports that teaching faculty in Delhi University is highly under worked because tutorials, which form the basis of the work load and the faculty strength, are not taken; and

(d) if so, the measures taken/proposed to be taken by the University to ensure that students are not deprived of the benefit of intensive coaching through tutorials?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA): (a) to (d) The information is being collected and will be laid on the Table of the House.